

Today's Advertisements.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be ticketed out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Italy, ex S.S. *Suffol*.
From Madras, ex S.S. *Succandra*.
Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 13th May 1897.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO KOBE (DIRECT).

THE Company's Steamship

"POSEIDON."

Captain R. Mayer, will leave for the above place TO-MORROW, the 14th instant.

For Freight or Passage, apply to

SANDER & Co. Agents.

Hongkong, 13th May 1897.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA."

Captain Robinson, will be despatched for the above Ports on SATURDAY, the 15th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 13th May 1897.

FOR SHANGHAI.

THE Steamship

"LYEEMOON."

Captain G. Heermann, will be despatched for the above Port on SATURDAY, the 15th instant, at 4 P.M.

For Freight or Passage, apply to

STEMSEN & Co. Agents.

Hongkong, 13th May 1897.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO."

Captain Hall, will be despatched for the above Ports on SUNDAY, the 16th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 13th May 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOCHOW.

THE Company's Steamship

"KALGAN."

Captain Phillips, will be despatched as above on SUNDAY, the 16th instant, at 10 A.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th May 1897.

NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

THE Company's Steamship

"SAKURA MARU."

Captain W. Brady, will be despatched for the above Ports on WEDNESDAY, the 19th inst., at 4 P.M.

Excellent Accommodation on board for First-class Passengers.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 13th May 1897.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUZUKI CANAL.

The Steamship "MOGUL" is withdrawn, and her place taken by

THE Steamship

"SIKH."

Captain Rowley, will be despatched for the above Port on or about the 30th instant.

For Freight or Passage, apply to

DODWELL, CARILL & Co., Agents.

Hongkong, 13th May 1897.

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOK, CHEFOO, CHEMULPO, NAGASAKI, FUSAN AND GENSAN, RETURNING.

VIA GENSAN, FUSAN, KOBE, SHIMONOSEKI, NAGASAKI, KEELUNG, FOCHOW AND AMOY.

THE Company's Steamship

"NAGATO MARU."

Captain M. Nicholson, will be despatched as above on FRIDAY, the 4th June, at 4 P.M.

This Steamship is specially fitted with Superior Passenger Accommodation ensuring every comfort to Passengers, and a good opportunity is therefore offered to persons desirous of enjoying a Summer trip to the North.

Passengers are allowed to break their journey at any point en route, and connections may be made at Kowloon or Japan ports with the other Lines of the Company. Return Tickets issued.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 13th May 1897.

Today's Advertisements.

THEATRE ROYAL.

CITY HALL.

POLLARD'S

ILLIPUTIAN OPERA COMPANY

LAST NIGHT.

TO-NIGHT (THURSDAY) TO-NIGHT

13th May.

GRAND GOVERNOR'S COMMAND

NIGHT.

Under the distinguished PATRONAGE and in the PRESENCE OF

H.E. SIR WILLIAM ROBINSON, K.C.M.G.,

"PIRATES OF PENZANCE."

POSITIVELY

LAST NIGHT.

TO-MORROW (FRIDAY), 14th May.

By Special request

LA MASCOTTE.

Plan at W. ROBINSON & Co.'s Piano and Music Rooms.

Prices:—\$5, \$2 and \$1.

SOLDIERS and SAILORS in Uniform Half-price to back seats only.

Late Trains 15 minutes after each performance.

C. A. POLLARD, Manager.

Hongkong, 13th May 1897.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON,

VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"KINTUCK."

C. de La Penelle, Commander, will be despatched as above on TUESDAY, the 15th instant.

For Freight, &c., apply to

HOLLIDAY, WISE & Co., Agents.

Hongkong, 13th May 1897.

Intimations.

DAKIN, CRUICKSHANK & COMPANY,

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MENSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 13th May 1897.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Expenses when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SALTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

GINGER ALE,

RAISINADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 13th April 1897.

BIRTH.
On the 5th instant, at St. Dominic's Mount Sophia, Singapore, the wife of D. J. MARTIA, of a son.

DEATHS.
At the General Hospital, Singapore, on the 1st instant, WILLIAM MURRAY, of Liang, Pahang. On the 5th instant, at 118, Queen Street, Singapore, ANNIE MARY, the beloved wife of G. S. Reutens.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 13, 1897.

NOTES AND COMMENTS.

MR. WHITEHEAD FINED.

We publish in another column a full report of proceedings instituted in the Police Court this forenoon against the Hon. T. H. WHITEHEAD by the Police, who charged him that, "on Saturday evening the 8th instant he rode a pony on the public footpath in Queen's Road Central without obvious necessity."

MR. WHITEHEAD stated in Court that he lives at the Peak and being without a change of clothing in the City he took shelter under the verandah, leading his pony to a place, near the Club, where his *mafoo* was waiting to take it back to the stables. A few people appear to have been slightly inconvenienced by this and complained to a constable who took out a summons against Mr. WHITEHEAD, and to-day he had the satisfaction of seeing him mulcted in the sum of \$25 by the presiding Magistrate, who was, presumably, disgusted with the plausible excuses offered by Mr. WHITEHEAD and seems to have thought the breach of the law so grave that the ends of justice would not be attained by the imposition of a merely nominal fine of, say, 25 cents, or the usual magisterial caution. Of course Mr. WHITEHEAD was in the wrong and was therefore properly summoned and fined. We are bound to assume that anyone else doing the same thing would have been treated in the same way—even the Major-General—but we doubt it. It must have been "crumbs" to the Police to get a chance at the Hon. Member for the Chamber of Commerce and the uncompromising critic of the Government. We hope the Police will be equally active in all other cases in keeping the footways clear. As a rule they are not, except perhaps in one or two of the main thoroughfares.

REUTERS' MESSAGES.

WOULDN'T DO IT.

LONDON, May 11th.

The House of Commons has rejected a motion to reduce the duty on tea to 2d. per lb., and also a motion for the withdrawal of the British troops from Crete.

GREECE AND THE POWERS.

Germany insists that Greece shall consent to the autonomy of Crete and accept without reserve the councils of the Powers. Greece submits that the Powers shall now present a Note making these terms the conditions for their intervention.

GREECE.

Three hundred and sixty thousand of the inhabitants of Thessaly have taken refuge in the mountains and on the island. Their sufferings are terrible; 100,000 of them are proceeding to Athens.

THE EVER-VICTORIOUS TURKS.

The Turks are preparing for an immediate advance on Domok, where the Greeks are encamped in the open and dispirited by heavy rains and cold.

ANOTHER MISFORTUNE.

Thirty thousand Greek troops remain inactive at Arta, where typhoid and dysentery have broken out.

THE WAR IN THE PHILIPPINES.

We have been favoured by the Spanish Consul with a copy of the following telegram received from the Secretary of the Government of the Philippines:—

MANILA, 13th May.

Our courageous troops following the course of their victories captured the villages of Mendez-Norez and Maragondon, the last, entrenched positions held by the rebels in the province of Cavite. The enemy suffered great losses; ours was considerable, but much less. The troops behaved admirably.

LOCAL AND GENERAL.

MAJOR-GENERAL JONES VAUGHAN, V.C., resumed command of the Garrison at Singapore on the 6th inst.

Up to the present no arrests have been made in connection with the burglary at Robinson's Music Warehouse.

The New York Times recently offered \$100 for a better motto than "All the world's a stage." The winning motto is:—"All the world's a stage, but not a school for scandal."

This announcement appears in the World: "I hear that the Queen has expressed her wish to confer a mark of favour upon Mr. Gladstone in June next, and as he declines any distinction or decoration for himself, it is probable that a peerage will be conferred upon his grandson, the son of the late Mr. William Henry Gladstone, who is heir to the Hawarden estate, of which Mrs. Gladstone is tenant for life."

In a Santa Fe newspaper to hand by the American mail we find an advertisement which reads:—

"CONSUMERS OF THE AMERICAN MARKET."

"For the above occasion the Santa Fe Route will place on sale tickets to Carson City and return at the rate of 50¢ per mile."

"Admission Exhibition." Is not this a delicate concession to the local Philistines who wanted to see the show but could not think for one moment of patronizing a price-cut?

TOMMY HUDSON and his merry band of entertainers arrived yesterday all fit and happy after doing phenomenal business at Shanghai for three weeks, and Hongkongites will doubtless be glad to know that they will have another opportunity to witness one of those multi-provoking performances on Saturday that created such a furore during the Hudsons' last visit to this fair Isle of Fragrant Streams. Mr. Hudson says he will give a completely new programme on Saturday and will follow that up with two or three carefully selected pros. next week. As the booking is brisk those who intend to have a "look see" on Saturday should secure seats as soon as possible.

FROM THE RETURNS COMPILED BY LLOYD'S REGISTER OF SHIPPING.

It appears that warships excluded—there were 418 vessels of 838,481 ton gross under construction in the United Kingdom at the close of the quarter ending March 31st, 1897. At the corresponding period of last year there were 400 vessels building of 769,354 gross tonnage. Of the 418 vessels under construction, 310 of 614,330 tonnage are for the United Kingdom, and 108 of 154,151 tonnage for the British colonies. These nearly 77 per cent. is being constructed for the United Kingdom and its colonies. The only other numbers worthy of notice are Japan 17 vessels, tonnage 51,215, and Russia 12, tonnage 12,000.

The charge against the two Chinese for assaulting the police and attempting to rescue a prisoner was resumed at the Magistracy this morning.

Mr. Master appeared for the defence and called three witnesses who testified that the defendants were standing near and did not take part in the *malice*. Mr. Woodhouse remarked on the signals exchanged between the witnesses and, in commenting upon the case, said that the past first defendant took in the matter was a very serious one and he had no doubt at all that the constable's version of the occurrence was true. The offence was a very serious one and the law empowered him to award two years' hard labour, but he would only inflict a fine of \$100. As to the other man his part was not so serious, and therefore he would be satisfied with inflicting a fine of \$50.

A GOOD many people are apt to suppose that, though thieves in Bangkok are clever enough at house breaking, they do not rank high in their profession. But yesterday, says the *Bangkok Times* of the 2nd inst., a clever variation of the confidence trick, which is not unknown in the west, was successfully worked on an old Siamese lady by a Chinaman and a Siamese. She was walking along the street near Amis's bridge behind the Chinaman, and was herself closely followed by the Siamese. With a fine assumption of carelessness the Chinaman dropped a bank-note, and hurried off to alight. It was really a one-act plot, but the figure had been altered to 400 with skill enough to deceive one at a first glance. The old lady picked it up, and while she was looking at it the Siamese dropped on her, and demanded that she should go shares, pointing out to her that it was a 400 tical note and assuring her that she would get that sum for it at the Bank. The old lady did not want to have anything to do with it, but the Siamese pressed her, and at last by threats and fine promises got her to give him a valuable ring she was wearing as his share. Before realising her lot, the old lady showed the note to a business man, who at once undeceived her.

A CORRESPONDENT, who recently wrote to Lord Charles Bessborough on the subject of the proposed large increase in the French navy, has received the following reply:—"Lord Charles Bessborough does not regard 'programmes' with any disquietude, and in view of the statesmanlike declaration of the First Lord that 'should any abnormal programme be actually put into execution the Government will reconsider their position,' his lordship regards the position with much satisfaction. Lord Charles Bessborough does not disguise from himself that more ships and more men are points that must be dealt with in future Estimates, but this year the Government have done remarkably well, because they have directed their efforts more to utilizing and organizing the resources we have than in showing additions to numerical strength. His lordship is so pleased to see that all the auxiliaries of defence, in which we have so long been deficient, have been attended to that he thinks it would be unfair to the Government not to give them every credit for the evidence (which their Estimates exhibit) that they have a definite plan of campaign. At the same time it would be useless and unwise to continue to ask for more than that the Estimates are passed. It is to your query his lordship desires me to say that he is more than satisfied with the Government proposals for this year, but there will be no relaxation of pressure if it is required at a future time."

THAT ever-fascinating problem, What is to be the language of the future? engages the attention of a writer in the *Progressive Review*. Given the title of the periodical, one might safely wager in advance that the writer would not be likely to record his vote in favour of English, and we should be right. It is significant, however, that in discussing the claims and merits of the various competitors to this proud position of supremacy, Mr. Havelock Ellis, the author of the article, rules out all artificial products. Volapuk, of which we heard so much ten or a dozen years back—English handbooks were published and classes started in London and other towns—is dismissed to the limbo of lost causes, and the world-be inventors of any similar language are warned off the course. For the rest, Mr. Havelock Ellis thinks there are five tongues in the running—Latin, Greek, French, Spanish, and English, and he decides in favour of French chiefly on the ground of its growing adoption as the common language of the Continent. Even if we admit the accuracy of this contention, it is very far from settling the question of linguistic supremacy. The great empire of the future is to be looked for in those quarters of the globe where the English tongue has already distanced all competitors. French no doubt will long hold its own as the language of European diplomacy, for which it is so admirably fitted by its facility and *flexibility*. But English has got far too long a start in America, Australia, and India to be ever ousted from its position as first favourite in the race for supremacy.

APRIL 7th, 1897, should be a famous date in the history of the United States Navy. On that date was launched the *Tow* the battleship which Mr. Herbert, Secretary to the Navy in Cleveland Cabinet, declares helped American diplomacy to secure the Venezuelan settlement. It is only in America that they can build battleships which overawe the entire British fleet, and settle international crises months before they are launched on the bosom of the mighty deep.

THE *Globe* (London) is very severe on the Hon. Blustins. Its leader of the 9th April concludes thus:—"There was at one time hope that Mr. Chamberlain would prove himself at the Colonial Office a statesman of high imperial aims and fervent patriotism. His speeches certainly encouraged that hope, but his performances have not justified it in the least degree. He has said much, but done nothing—absolutely nothing. A man of words and not of deeds is like a garden full of weeds."

THE Hon. Treasurer of the Alice Memorial and Netherese Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

J. D. Graham \$30

W.

MACAO NOTES.

(From our own Correspondent.)

Macao, May 13th.
On Monday last I reported that in the last Government Gazette a notification was published setting forth the decision of the Central Government (Lihon) that all vessels entering this port shall in future do so free of all light dues or any charges whatsoever. In other words Macao is now to be what you always Hongkong is—a free port. The notification in the *Boletim Oficial* reads as follows:—

"For its due effect and in order that immediate execution may be given to it the following telegram is published:—

"Lihon, 6th May, 1897.
"Council of Government, Macao.

"Article 3 of a decree of 30th April provides that steamers from Hongkong, Canton, Pakhoi, Hoihow, ports on the West River, and all other (black) ports shall be exempt in Macao from tonnage dues and all other port dues. Execute."

"To be complied with.—Secretary General of the Government of Macao, 6th May, 1897.
"ALFRED LIZZO,
"Secretary General."

You good folk in Hongkong boast of the freedom of the port, while all the time it is not free as long as you charge dues on shipping. Poor little Macao can, however, now say—"Thank heaven! Macao is at last an absolutely free port, free in fact more than our great rival, Hongkong."

It is rather late in the day for the exhibition of such an enlightened policy, but it is never too late to mend and the doctors all tell us that while there is life there is hope. We are still alive—not very much so 'tis true—but still we have not yet had all our trade driven away by reckless and shortsighted taxation imposed on everybody and everything by narrow-minded, avicious magistrates whose loyalty to the throne, as evidenced by their schemes of self-aggrandizement and their mischievous advice to the Cabinet in Lihon, would seem to be a very doubtful quantity. Now, however, wiser counsels have prevailed and we therefore look forward, with reason, to considerable improvement in trade here in the next decade.

It may be of interest if I mention that formerly 8 (eight) cents per ton was charged on shipping but I learn that, guided by the urgent representations of the Senate, His Excellency Barros Gomes, Secretary of State for the Colonies, applied for a decree authorizing him to abolish tonnage and light dues in Macao with the success stated above.

There can be little doubt that the fact of the British Government having induced the Chinese to open the West River proved a determining factor of the Senate's policy in reference to freeing shipping of taxation and it is also probable that many useful lessons have been learnt from the pages of the *Telegraph*, in which the Light Dues Question has been thrashed out for months past and, as we have lately seen, with considerable, though not very complete, success. Our Government no doubt hope to attract to this port some of the trade (including large numbers of junks) that will result from the enterprise of foreigners established at ports on the West River. At present Macao is a depot of a very considerable trade with the upper riverine ports and it is to be hoped that no opportunity will be lost out to develop the existing trade but also to gather into her net some of the West River business. One way of doing this—and it is a sure way to success—would be to have the harbor dredged on the latest scientific principles for it is at this silting up and is likely to interfere with any possible rapid development of our foreign trade. Hongkong is well off in this respect having deep water entrances and no bars, and if we are to hold our own in the smallest degree we must make our harbor as accessible and commodious as possible. To fail to do so, any longer would be something worse than stupidity or childish folly. If the authorities wait for the trade to increase sufficiently to warrant such expenditure then they will wait till Doomsday. Facilities for trade are factors of its development, and if we can offer no other facility than the removal of the light dues we fear the expansion will be so slow and so small that we shall require powerful magnifying glasses wherewith to judge of its microscopic dimensions.

At 3.30 p.m. yesterday the new Governor landed here from the *Tomas Andrus*, which brought him up from Hongkong. All the leading officials and a large number of residents went down to Fort Monte to greet and escort his Excellency to Government House, where the usual reception was held at 3 o'clock.

The new Colonial Secretary, Mr. Bandeira de Lima, is expected here on the 27th instant.

THE POLICE AND THE CHINESE.

SOME MAGISTERIAL COMMENTS.

Six coolies appeared at the Magistracy to-day charged with assaulting constables Ratty and Wilton at Hungnam on the 5th inst.
P.C. Ratty deposed that he and P.C. Wilton were in multi together and as witness stepped on the footpath he trod by accident on a bowl of rice from which some coolies were eating. He was then struck in the face with the bowl and beaten with a bamboo. The defendants were present but he could not swear that they took part in the assault. He swore he did not block the path, and it was when one of them made way for him that he put his foot on the bowl.

P.C. Wilton gave evidence as to sobriety of Ratty and himself, and evidence for the defence was called by Messrs. Wilkinson and Mounsey. His Worship then called Ratty into the box and said he regarded his evidence with suspicion. He was always ready to protect the police, but he could not swear that they took part in the assault. So long as they confined themselves to deterring crime and keeping order there was no more valuable body of men, but if they were overbearing and begun to swagger and bully among the Chinese they did much more harm than good. There was a tendency amongst young constables to look on Chinese as persons they could treat as they chose and he would be sorry to encourage them in any way. He did not believe the man was aware of the consequences of his action, which was a most unwise one. He had acted in a spirit

of petty insolence and he (His Worship) would not have been surprised if he had lost his life. When these cases came before him, he would not give his support to anything savouring of insolence. He hoped this case would be a lesson to the constable as long as he was in the force and he hoped he would take the advice in good part. He believed he had only acted on the impulse of the moment without considering the result. After hearing the evidence His Worship said he was of opinion that the whole trouble arose in consequence of the constable having chosen that particular moment to step on the pavement and upset the rice. He would remind European police-men that there were many cases of this kind where the Chinese acted contrary to the law but were punning lawless occupations, and a certain spirit of forbearance was not incompatible with the proper execution of duty in a place like Hongnam. If it were necessary for the police to act, they should do so in a regular way through the Inspector. He then addressed the defendants and told them that, in entering their rice on the pavement they were causing an obstruction in the eyes of the law and were committing an offence, therefore, if the constable had been acting in the execution of his duty there would have been something to be said for what had been done. The constables, however, were in plain clothes and merely out for pleasure and there was nothing to show who they were, and, therefore what might have been lawful in some instances was not so in this case. The defendants were then discharged.

BRITISH NORTH BORNEO.

A special meeting of members of the London Chamber of Commerce was held on 7th April when Mr. W. B. Fryer, formerly senior resident British North Borneo Company's service, and recently Manager of the North Borneo Development Company, with residence at Sandakan, delivered an address on "Prospects of Commercial Development and Planning in British North Borneo." Mr. James Chambers (Vice-President of the Chamber) took the chair and in introducing the lecturer mentioned the fact that Mr. Fryer was probably the oldest living pioneer of trade in North Borneo, owns the flourishing Blythe estate near Sandakan, and has done much to further the commercial interests of the territory.

Mr. Fryer, having described the geographical features of the island and the climate, particularly in its northern part, said that, owing to immigration of different nationalities, there could be no doubt that the population would be a very mixed and confusing one, but also without much doubt that the Hakkas from South China would form the main bulk of it. Sandakan Bay claimed to be one of the finest harbours in the world, rivaling Rio and Sydney. Several rivers, creeks and waterways ran into its giving access to a large area of fertile land. As the rivers which ran to the north and south of Sandakan all had here at their mouths, their trade and produce had to be carried in shallow draught steamers, and transhipped at Sandakan, which, therefore, had a large future before it. Forest produce included India-rubber, gutta-percha, bird's-nest, betelnut, camphor, dimmer, rattan and timber. Indiarubber, puteracha and rattan had been largely exported in many of the districts where once they were abundant, so that now there was even difficulty in getting seeds for their proper cultivation, which was to be regretted, as it planted and looked after in a proper way they were extremely remunerative and very inexpensive crop for the soil. Every dollar invested in doing it a few years ago would have been worth twenty now. Timber was more likely to attract the attention of capitalists. The greater part of North Borneo was virgin forest, and it has been calculated that the amount of good timber per acre averaged about 200 tons. The best kind was known as billian, or ironwood, which was to considerable extent in China for piles and beams, whilst it was said to be unsurpassed for railway sleepers, and there was likely to be a huge demand for it when railway-making commenced in China in earnest. In the south-east of the country there were very extensive coal fields, and outcrops of coal occurred in several other places right across to Sandakan Bay. Gold existed over a considerable area on the Segama River and inland from Darvel Bay, but, so far, the quantity obtained had been small. Diamonds and other precious stones had been found two or three times in different parts of the territory, as well as specimens of cinnabar, copper, antimony, arsenical silver, and other metals. A hill of coal had been discovered up the Libok and it was impossible to say what the real mineral wealth of the country was until its centre part had been more thoroughly explored. Indications of petroleum oil occurred in two or three places, and exploring rights had recently been granted. Should oil be found it would give a tremendous fillip to the country. It had been said by people who knew the country and its resources best that North Borneo was the least crowded and most promising of any British possession that now offered a field for the employment of British youth and British capital, and it was without question in his opinion that the future prosperity of the country and of all connected with it chiefly laid. As many of the country's products specially lent themselves to manufacture, they would, no doubt, soon be springing up in the most advantageous positions, sugar-mills, coconut and cotton-seed oil mills, cotton gleaning works, additional sawmills, paper-making works, fruit canning works, and many others. There was no reason why North Borneo should not have as many people to the square mile as Java, with its 20,000,000 inhabitants. To show what could be done, he mentioned an estate twelve miles north of Sandakan, started five years ago, where there was at that time nothing but virgin forest. To-day there were over 2,000 people there, some of them getting their livelihood from wages, others cultivating the soil on their own account, while over a space of some 1,500 acres the forest trees had been replaced by valuable produce-yielding plants. What had been done on the 1,500 acres could be done, and would be done, sooner or later, on an indefinite number of similar areas in the country. In time Borneo would be the chief supplier of cotton to China and Japan and of sugar to the Hongkong colonies; would supplant the Philippines as the chief producer of Manila hemp; run Singapore hard in the export of copra, sago, tobacco, and gambier, and he also hoped that North Borneo would be one of the main contributors to the world's supply of indiarubber. The

cultivation of these articles offered, as far as human foresight could go, the safest and best of investments. The main need in connection with the country, it seemed to him, was actual power; that such was the case, and when it was made clear from actual demonstration that coffee, cocoa, land and other things, under proper management, were almost as sale as Copra, and out and away more remunerative, there would be no lack of capital streaming.

THE JUBILEE CELEBRATION.

HARBOR ILLUMINATION AND BOAT PROCESSION.

A meeting of European and Chinese steam launch owners was held yesterday at the City Hall under the auspices of the Jubilee Celebration Committee for the purpose of considering the proposed procession of steam launches in the Harbour. Mr. Wodehouse was present and explained the scope of the idea and all present promised to assist.

The total number of launches promised was forty-four, but this number does not include all that will probably be forthcoming, as some of the leading firms were not so represented at the meeting.

With a view to the proper management of the procession during its progress, it was unanimously agreed that Com. Ramsey should be invited to act as Comm. Jore of the Fleet, and a Sub-Committee consisting of Messrs. Ritchie, Gordon, Captain G. Anderson and Cheung T'eng Chi was appointed to assist the Comm. Jore. The procession will be held either on the 22nd June or the 23rd, and the route will include the whole length of the Harbour from Kennedy town to Murray Pier.

It was decided that should either of the days named be unfavourable it will be postponed to some other day, but will not be abandoned indefinitely. It was decided that everything of a permanent nature, such as trophies, mottos, devices, etc., shall be in readiness for the 22nd June, including the purchase of lanterns. The route will be marked by two lines of illuminated buoy-boats.

Subject to the general understanding that the character of the illuminations will be Japanese, each launch, whether owned by Europeans or Chinese, will be illuminated by their owners as they please.

POLARD'S LILLIPUTIANS.

"THE PIRATES OF PENANCE."

There was a crowded house at the Theatre Royal last night when the Lilliputians produced Gilbert and Sullivan's pretty comic opera "The Pirates of Penance." The two acts of the Cornish coast and the ruined abbey were very fine and the gay costumes of the principals and chorus made many bright and pleasing pictures. The choruses of pirates, and police, and the General's female relations sang and danced in a manner that evoked hearty applause. The "Taranter" catching on famously. Master Goulding made a first rate Major General Stanley and his patter song "I am the very pattern" was loudly encored. He also was very successful in his "Orphan" song. Miss Lily Stewart as the Pirate King looked handsome and dashing and her songs notably "I am a Pirate King" were warmly appreciated. Miss Elsie Norwood achieved a decided success as Frederick, and was excellent in the love scenes with Ruth. Master Willie Stewart was a most provoking Sergeant of Police and the Pirate Lieutenant's part afforded good scope for Master James Pollard's bold talent. The Ruth of Miss Annie Moore was a clever piece of acting and well deserved the approbation so often given. Michael had a charming delineation of the part of the "Pirate King" and her song "Pore Wandering King" brought down the house. Edith Kite, as Isabel, the Major General's other daughter, was supported by Miss Jessie Ford, Ina and Annie Pollard, three winsome little lasses, who sang and danced their way into the favour of the audience very quickly. From first to last the performance was most enjoyable and the costumes of the characters again call for special mention. "The Pirates" will be repeated to-night in the presence of H.E. the Governor, and to-morrow night a farewell performance of "La Mascotte" will be given.

BRITISH INTERESTS IN KIANG HUNG.

Writing in the *Saturday Review* on the Burma-Chinese Convention and French activity on the Mekong, Mr. Holt Hallett says:—"Instead of regarding Kiang Hung from China, as to safeguard our railway route to Siam and to prevent the execution of the French design to cut us off from China, we learn from Mr. Curzon's answer to Mr. Schwane's question on the 6th ult., that under the revised Burma-Chinese Convention, Kiang Hung is to be left to China—i.e., open to the future socio-economic policy of France. It is clear that against our will and in face of our protest, a wedge of French influence has been driven into the heart of China to be blocked by a wedge of French territory, and the agreement, under the revised Convention, that 'if railways be constructed in Yunnan, they shall be connected with any Burmese lines that may have been laid to the frontier,' must be fruitless. Anyhow, even supposing that France has for the present and future given up all idea of inserting a wedge between Burma and China and of dividing the Chinese Empire with Russia, why should our Government have to wait for Chinese initiative in Yunnan before our railways are permitted by their agreements to push their way into the provinces of China that border on their dominions? The revised Burma-Chinese Convention, when taken with our change of policy towards Russia's designs on Korea and Northern China, is certainly a strong indication that we are abandoning our position in the Far East, and are thus sacrificing our commercial interests to those of France and Russia. This ominous convention has not yet been ratified. I learn that the Associated Chambers of Commerce, consisting of sixty-six chambers, have memorialised Lord Salisbury asking that it may not be ratified. Let us hope that there is yet time for its reconsideration."

"THE T. E. OAKES"

AMERICAN NEWSPAPER COMMENT.

The case of the American sailing ship *T. F. Oakes*, which left this port on July 5th last, and arrived at New York after a passage of 250 days, with a diminished, starving and scurvy-stricken crew, is attracting considerable attention in the American newspapers.

In an editorial on March 26th, the *N. Y. Times* very pertinently says:—"At a time when just denunciation of the treatment to which men on American sailing vessels are subjected has been excited by the dreadful experience through which the crew of the *T. F. Oakes* was quite needlessly forced to go, it will be only fair to state that there are American ships whose owners and officers do not make the starvation and abuse of sailors the basis of their profits. The list of these honorable exceptions, it is humiliating to confess, would not take up much space, even if it were set down in full, but that is no reason for ignoring its existence. There is reason for just pride, too, in the fact that, just as the little fleet of big ships bearing our flag includes the very best specimens of mariner architecture afloat to-day, so the few of them on which humanity and wise generosity are illustrated exemplify these traits to a higher degree than is the case with the vessels of any other nation. Anyone who makes the sailors that stroll along the East River wharves on what ship of all others they would prefer to sail is very likely to hear the name of some one or two of American clippers, coupled, it is true, with vehement remarks on the superior treatment received, as a general rule, on vessels subject to the shipping laws of Great Britain. The name in highest repute, perhaps, among New York sailors, is that of the *William H. Macy*, a ship of 2,100 tons, owned at Rockport, Me., commanded by the veteran Captain J. A. Amesbury. He is an officer who wants men, not dogs, on his deck, and who succeeds in getting them, because his treatment of his crew is of the sort that men expect. One result of this is that sailors make voyage after voyage with Captain Amesbury, instead of always deserting him in a body at the first port reached, and another, upon which the owners of the *Oakes* might well ponder, is that the *Macy* almost invariably makes quick runs. Some call this 'luck,' and ascribe it to favoring winds. Now as a matter of fact, ships are propelled by men, not by the wind, and a smart crew—that is, a crew well-fed, and therefore strong, well-treated, and therefore willing—can do much toward shortening every voyage. With such a crew, the Captain can 'hold on' when his stilly and brutal rival is forced to shorten sail, and he can take advantage of every little breeze in the regions of calms. It is absolutely true that the *Oakes* was out 250 days, not on account of storms, adverse winds, and no wind at all, but because she sailed from Hongkong with a 'leaze' scantily supplied with stores of watched quality. The *N. Y. Maritime Register* also takes up the matter from another and equally important point of view. The article runs thusly:—"It is apparent that the golden rule, so far as it applies to the reporting by shipmasters of the speaking of vessels at the sea, does not receive the practical recognition that its importance in this relation calls for. There is probably no shipmaster that would not be distrustful that the speaking of his vessel should be reported, particularly as should he have been an unusually long time upon his voyage. This being the case, it would seem as if every shipmaster would naturally take particular care that all speaking of vessels by him should be made known immediately upon his reaching port. There are many shipmasters who are careful to do this, while certain others, who from either indifference or carelessness, pay very little if any attention to this matter. As it is optional with a shipmaster whether or not he reports the speaking of vessels he cannot be held to an accountability for not doing so. His moral obligation, however, cannot be questioned when it is considered what he may expect reciprocally in this way from his brother shipmasters as well as in allaying possible anxiety with regard to vessels that have been more or less delayed upon the voyage. Special emphasis has been given to this view of the matter by the statement of the master of the ship *T. F. Oakes*, which arrived here recently after an extraordinarily long and eventful voyage, that his vessel was spoken by the ship *Gov. Robt. Captain Nichols*, on Jan. 12 in lat. 31° 56', long. 167° 14'. So far as known to us there has been no report of this speaking of the *T. F. Oakes* until it was made known by her master on his arrival here. At the time the vessel was spoken she was one hundred and ninety-one days out from Hongkong, with the most of her crew disabled by sickness. Provisions and coal were supplied to her by Captain Nichols of the *Gov. Robt.* who undoubtedly knew something at least of the state of affairs existing on board of that vessel either by being told of it directly or from observation."

Knowing all this, and that owing to the crippled condition of the crew of the *Oakes*, her voyage might be lengthened out indefinitely, and furthermore, that the long delay in reaching her destination would create a vast deal of anxiety respecting her safety and put those interested in both cargo and vessel to considerable expense, it is indeed singular that Captain Amesbury did not immediately report to the proper authorities these both the speaking of this vessel and the condition of her crew. This he might easily have done and the fact of her having been spoken would have reached this country several weeks in advance of her arrival here. It is quite improbable that Captain Nichols made any report whatever in the matter, otherwise the importance of the news would undoubtedly have been recognized and immediately cable news. We think in this case there was a distinct moral obligation upon Captain Nichols to report the speaking of the *Oakes* and to look upon his omission to do so as reprehensible in the extreme.

The circumstances attending the meeting with the *Oakes*, her long voyage, the sickness of the crew and the supplying her with food were no ordinary ones and should have impressed themselves upon the mind of Captain Nichols, and for that reason it is all the more surprising that he did not report the occurrence on his arrival in port. It is to be hoped that the time is not far distant when it will be made compulsory upon shipmasters to report all speakings of vessels. This would prove mutually beneficial to them and in cases similar to the present one would be an act of humanity as well.

[As we stated a few days ago legal proceedings have been instituted against Captain Read, of the *Oakes*, by members of his crew.]

NOT AND A.

CALENDAR.

Metropolitan means based on ten years' observations 1883-1892.
Barometer 29.87
Thermometer 76.2
Humidity 81
Rainfall 15.00

TO-DAY.

WEATHER REPORT.
On date at On date at
10 a.m. 10 a.m.
Barometer 29.98 29.90
Thermometer 82 84
Humidity 86 74
Rainfall 0.00

TO-DAY.

Thursday, 13th May, 1897.
Chinese—12th of 4th moon of 23rd year of Kwong-yi.
Jewish—13th Nisan, 5657.
Mohammedan—11th Dhu'l-hijja, 1314.
Sun—Rises 5hr. 22min.
Sets 5hr. 30min.
High water—Morning 1hr. 15min.
Afternoon 5hr. 30min.
Low water—Morning 5hr. 05min.
Afternoon 5hr. 45min.

ANNIVERSARIES.

1794—Pope Pius IX. born.
1844—Arrival of Governor Sir John Davis.
1864—A corporal of the British Legion murdered by Chinese braves at Peking.
1879—Trial and sentence of the *Kate Waters* murderers.
1891—Anti-foreign riot at Wuhu.

TO-MORROW.

Friday, 14th May, 1897.
Chinese—13th of 4th moon of 23rd year of Kwong-yi.
Jewish—14th Nisan, 5657.
Mohammedan—12th Dhu'l-hijja, 1314.
Sun—Rises 5hr. 22min.
Sets 5hr. 31min.
High water—Morning 1hr. 15min.
Afternoon 5hr. 30min.
Low water—Morning 5hr. 05min.
Afternoon 5hr. 45min.

ANNIVERSARIES.

1878—Assassination of Okubo Toshimichi, Minister of the Home Department, at Tokio.
1886—Sir John Walsham arrived in Hongkong on his way to Peking.

MEMORANDA.

TO-DAY—13th May.
9 p.m.—Performance of "The Pirates of Penance," by the Pollard's Lilliputian Opera Company, at the City Hall.

SATURDAY—14th May.
9 p.m.—Meeting of Perseverance Lodge.
9.15 p.m.—Hudson's Surprise Party at the City Hall.

SHIPPING AND MAIL NEWS.

MAINS OUT:
Tacoma (*Tacoma*) to-morrow.
English (*Katani-Hind*) 15th inst.
Indian (*Lightning*) 17th inst.
Australian (*Tokio Maru*) 21st inst.
French (*Calendons*) 22nd inst.
German (*Prinzess*) 3rd prox.

The Agents (Messrs. Gibb, Livingston & Co.) inform us that the "Ben" line steamer *Buenavista*, from Leth, Antwerp and London, left Singapore for this port yesterday.

SHIPPING RETURNS.

From 6 p.m. Saturday to 6 p.m. to-day.

ARRIVALS.
Wingang Steamer, from Shanghai
Ailio " " Hongkong
Fongang " " Newchwang
Caret " " Higo
Choyang " " Canton
Ryo " " Amoy
Borneo " " Singapore
Formosa " " Coast Ports
Aggregating 11,935 tons register.

DEPARTURES.

Haiphong Steamer, for Haiphong
Methila " " Hoihow
Trikhong " " Swatow
Wing C. C. Kiao " " Bangkok
Wingang " " Canton
Tahkang " " Canton
Fahman " " Coast Ports
Krim " " Hongkong
Moumoukhara " " Kobe
Nanchang " " Amoy
Dojo Maru " " Kobe
S. Rikimori " " Swatow
Aggregating 12,209 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Empress of Japan In Kowloon Dock.
Straitallan " " " "
Relna Christina " " " "
Onang " " " "
Ailio " " Cosmopolitan " "
Rio " " " "

PASSED THE CANAL.

OUTWARD—4th April—*Dordogne*, Fujian.
13th April—*Oyokah*, Melkham Castle, 20th April—*Glimish*, Fictor, Glenfarg, Oldenburg, Natal, Afridi, Enderbich, 23rd April—*Rakshas*, Glenfarg, 27th April—*Caladon*, Maru, Beguichen, Pyrhon, Kaitikha Maru, 30th April—*Formosa*, Tanatwa, Bellina, 4th May—*Pakling*, Afridi, Atagawa, Frig, 7th May—*Glenfarg*, Guadalupe, 12th May—*Oriente*, *Premier*, *Imperial*, St. Ronald.

HOMeward—7th May—*Aglata*, Ceylon.

12th May—*Ernst*, Simons, Isdon, Marla Rickmers, Patroclis.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hyppophosphites, for Rickets, Marasmus and all wasting disorders of children, is very remarkable in its results. The rapidly with which children gain flesh and strength upon it is very wonderful. Read the following:—"I have tried 'Scott's Emulsion' in cases of wasting in young children, and I am of opinion that it is a valuable preparation for such cases. The children take it and ask for more, and the good effects are apparent. I consider it far superior to ordinary Cod Liver Oil."—MARRIAGE, M.R.C.S., &c., 143, Grange Road, Brompton, S.W. Any Chemist can supply it. Sole Agents for Hongkong and the Straits of China—Watkins & Co., Hongkong, & (Lith).

THE GYMKHANA.

The following are the entries for Saturday's Gymkhana:—

FIVE FURLONG RACE; first prize, a cup presented by J. McKie, Esq., with \$10 added; second, \$10; weight for inches with 5 lbs. added; polo ponies or subscription griffins of 1897 allowed 5 lbs.; all winners of 1897 penalized for one win 5 lbs.; two or more to lbs. Entrance, \$3.

Dr. Noble's Crabapple, 11st. 11lbs.
Mr. Hart Buck's Voltaire, 11st. 6lbs.
Mr. Gray's Spiber, 11st. 11lbs.
Lt. Col. The O'Gorman's Morris, 11st. 11lbs.
Mr. Lee's Glendub, 11st. 11lbs.
Mr. G. H. Potts's Gleniffer, 11st. 11lbs.
Capt. Lush's Thankyou, 10st. 11lbs.
Capt. Lush's Sidmouth, 10st. 11lbs.
The Hon. F. H. May's Tocsin, 11st. 11lbs.
Mr. J. Thompson's Chin Chie, 10st. 11lbs.
Mr. Hermit's Wakeful Joe, 10st. 11lbs.
The Hon. T. Whitehead's Fandango, 11st. 11lbs.
Mr. Cox's Saucy, 11st. 11lbs.
POLO BALL DRIVING COMPETITION; two prizes. Entrance, \$2.00.
Capt. Bunney.
Mr. Nugent.
Mr. Wood.
The Hon. T. H. Whitehead.
Mr. Landale.

VICTORIA CROSS FOOT RACE; open to European sailors, soldiers, and police; to run 50 yards to a hurdle, jump hurdle and pick up dummy, return over hurdle post starting post carrying dummy; first prize, \$10; 2nd, \$7; 3rd, \$5; 4th, \$3; with at least ten starters. Post cable.

HURDLE RACE; once round course; first prize a cup presented by Hart Buck, Esq.; second, 70 per cent. of entrance fees; third, 50 per cent.; weight for inches as per scale; winners of a steeplechase or hurdle race 10lb. extra; bona fide polo ponies allowed 7lbs. Entrance \$2.

Mr. Wood's The Cheerer, 10st. 11lbs.
The Hon. T. Whitehead's Kingscote, 11st. 11lbs.
The Hon. T. Whitehead's Vicar, 10st. 11lbs.
Capt. the Hon. G. Harding's Quilam, 10st. 11lbs.

LADIES' NOMINATION; nominees to start on foot 50 yards from the winning post, run to their nominator, who will hand each man his coat, which he turns inside out, put on and buttons, run back to his pony which is held 100 yards from the winning post, mounts "back," and rides home; first past the post with coat fully buttoned to win; six competitors, two prizes; nine, three prizes; twelve, four prizes. Entrance \$2.

Mr. Landale, Nominated by Mrs. Wise.
Mr. Lawford, Nominated by Mrs. Holland.
ONCE ROUND COURSE HANDICAP; first prize \$50; second, \$30. Entrance \$1, but if left in after 2 p.m., 11th inst., \$3 extra.

The Hon. F. H. May's Tocsin, 11st. 11lbs.
Lt. Col. The O'Gorman's Morris, 11st. 11lbs.
Mr. G. H. Potts's Gleniffer, 11st. 11lbs.
Dr. Noble's Crabapple, 11st. 11lbs.
Mr. Medley's Hermes, 11st. 11lbs.
Mr. Cox's Saucy, 11st. 11lbs.
Mr. Gray's Spiber, 10st. 11lbs.
Capt. Lush's Sidmouth, 10st. 11lbs.
The Hon. T. Whitehead's Sport, 10st. 11lbs.
Mr. J. Thompson's Chin Chie, 10st. 11lbs.

Amusement.

SAILING NOTICE.

THEATRE ROYAL.

ATTENTION—GENERAL ORDERS, SATURDAY NEXT, May 14th.
RETURN FAREWELL VISIT
And Grand Opening of the new season of Hongkong's Most Popular Entertainers

HUDSON'S SURPRISE PARTY.

The doctores of Mirth and Music will entertain SATURDAY NEXT, with a Flood of New Features, AND A HOST OF NOVELTIES.

Creating
"Ringling, Rousing, Cherry Greetings Nightly."
"An Entertainment of Rare, Racy, Humorous, Hearty, Healthy Fun."
And the reception of our unique performances in all parts of the World by Crowded, Fashionable, Enthusiastic, and delighted audiences.

RINGS HOME AND PROCLAIMS SUCCESS!
40—DISTINCT ITEMS—40
AS RAPIDLY PRODUCED BY

HUDSON'S Show of Shows Inimitably proves that the SURPRISE PARTY is far away and above the most popular entertainment travelling.
And Patrons Book your Seats early for Next SATURDAY'S great event at ROBINSON & Co's.
Late Train to Peak after Performance.

THOS. P. HUDSON.
Hongkong, 12th May, 1897. [793]

Masonic.

PERSEVERANCE LODGE OF

HONGKONG, No. 1,165.

A REGULAR MEETING OF THE ABOVE

LODGE will be held in the FREEMASON'S HALL, Zealand Street, on SATURDAY, the 15th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 7th May, 1897. [794]

VICTORIA PRECEPTORY.

A REGULAR MEETING OF THE VICTORIA

PRECEPTORY will be held in the FREEMASON'S HALL, Zealand Street, on TUESDAY, the 18th instant, at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.
—Hongkong, 10th May, 1897. [799]

PERSEVERANCE LODGE OF

HONGKONG, No. 1,165.

AN EMERGENCY MEETING OF THE ABOVE

Intimations.

"ESSETS"

DISINFECTING FLUID.

"ESSETS"

DISINFECTING POWDER.

"ESSETS"

DISINFECTING SOAP AND TOILET PREPARATIONS.

One gallon of "Essets" Fluid is sufficient to make 1,000 gallons of Disinfectant.

Send for Corroborative Reports, Testimonials, Price Lists and Particulars to—

WATKINS & CO.,

SOLE AGENTS,

66, QUEEN'S ROAD CENTRAL, HONGKONG.

THE CLUB HOTEL

5, BUND, YOKOHAMA.

HOTEL METROPOLE

1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English maîtres in attendance.

The Hotel steam-land with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of staying either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,

YOKOHAMA.

L. DEWETTE, Manager,

TOKYO.

Dr. KNORR'S ANTIPYRINE

"LION BRAND"

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION. Used to Gonorrhea in 1 to 2 per cent. solution, possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA, BEWARE OF SPURIOUS IMITATIONS!

Consignees

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 13th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th May, 1897.

PACIFIC MAIL STEAMSHIP COMPANY, NOTICE.

CONSIGNEES OF CARGO per Steamship "CITY OF RIO DE JANEIRO."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Consignatures, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 10th May, 1897.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HODEIDA, ADEN, KURRA-CHIE, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

The Steamer "POSEIDON" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo—From Calcutta, ex S.S. "AGLITA," transhipped at Colombo.

From Trieste, ex S.S. "IMPERATOR," transhipped at Bombay.

From Venice, ex S.S. "MASSIMILIANO," transhipped at Trieste.

Optional Cargo will go on to Shanghai unless notice for the contrary be given before Noon TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Underlying before Noon on the 13th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER & Co., Agents.

Hongkong, 10th May, 1897.

SHEEN-TING,

SURGEON DENTIST,

No. 16, D'AGUIAR STREET,

TAKING VENT VENTURES.

Hongkong, 10th May, 1897.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain R. Cass, will be despatched as above on SATURDAY, the 13th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th May, 1897.

OCEAN STEAMSHIP COMPANY,

FOR HAMBURG, LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"

Captain Grier, will be despatched as above on SATURDAY, the 13th inst., at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th May, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain James, will be despatched on TUESDAY, the 18th inst., at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S. S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd April, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TAIYUAN,"

Captain Moore, will be despatched as above on TUESDAY, the 18th inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th May, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain James, will be despatched on THURSDAY, the 20th inst., at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S. S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th May, 1897.

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

THE Company's Steamship

"OMI MARU,"

Captain C. Young, will be despatched as above on FRIDAY, the 14th inst., at 4 P.M.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 4th April, 1897.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ALADDIN,"

Captain Schjott, will be despatched for the above Ports on or about the 22nd inst.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 8th May, 1897.

PACIFIC MAIL STEAMSHIP COMPANY, NOTICE.

THE P. M. S. S. Co.'s Chartered Steamship

"AGAPANTHUS,"

will be despatched for SAN FRANCISCO, via KOBE and YOKOHAMA on or about SUNDAY, the 23rd inst., at Daylight.

For Freight, apply to J. S. VAN BUREN, Agent.

Hongkong, 12th May, 1897.

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A. 1. British Ship

"FALLS OF DEE,"

Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 4th February, 1897.

FOR NEW-YORK.

THE 100 A. 1. British Ship

"CLAN MACKENZIE,"

Captain Liden, shortly expected from Shanghai will load here for the above Port, and will have quick despatch.

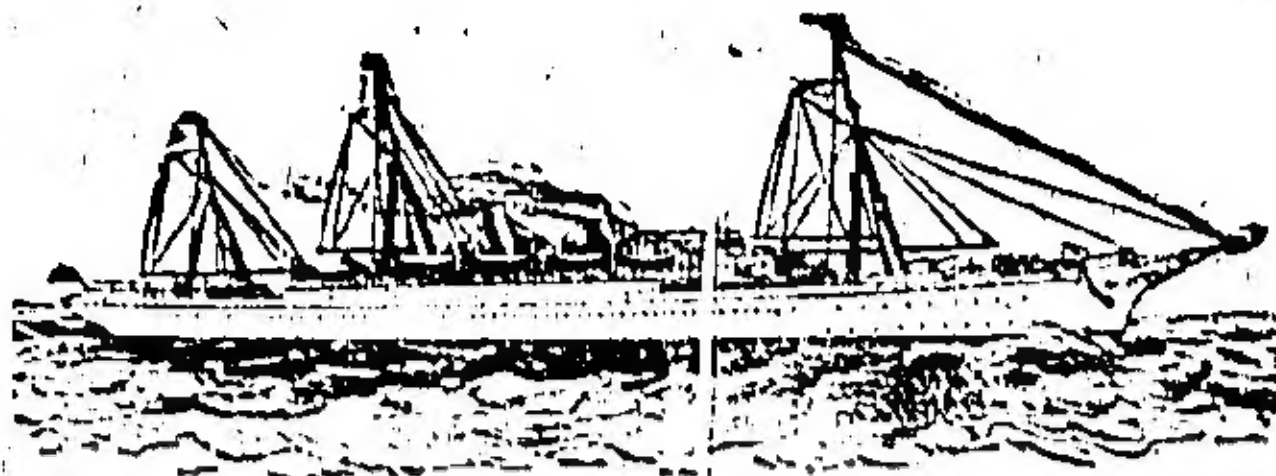
For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 11th May, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—12,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 19th May.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 19th June.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 1, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS—Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddar's Street.

Hongkong, 28th April, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 20th May, at Daylight.

Dork (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Thursday, 17th June, at Noon.

Balgie (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 6th July, at Noon.

THE Company's Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 20th May, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked at address in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 23rd April, 1897.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND. HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR LAUNCHES.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 12th May, 1897.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN. THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and the INDIAN and EASTERN COASTS of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table, Doctor and STEWARDNESS carried.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Braemar ... 1,361 | Friday ... | May 14.

Tacoma ... 1,540 | Tuesday ... | May 25.

Victoria ... 1,167 | Tuesday ... | June 15.

Olympia ... 1,668 | Tuesday ... | July 6.

Pothos ... 1,709 | Tuesday ... | July 27.

THE Steamship

"BRAEMAR,"

Captain Parter, sailing at Noon, on FRIDAY the 14th May, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARILL & Co., General Agents.

Hongkong, 30th April, 1897.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. H. Seymour, carrying Her Majesty's Mails, will be despatched from this for LONDON (via BOMBAY), on THURSDAY, the 20th May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo to a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 7th May, 1897.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES OF RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Prins Heinrich ... | Tuesday ... | 12th May.

Prins Heinrich ... | Tuesday ... | 22nd June.

Sachsen ... | Tuesday ... | 12th July.

Sachsen ... | Tuesday ... | 17th Aug.

Prins Heinrich ... | Tuesday ... | 14th Sept.

Prins Heinrich ... | Tuesday ... | 12th Oct.

Sachsen ... | Tuesday ... | 9th Nov.

Sachsen ... | Tuesday ... | 7th Dec.

Prins Heinrich ... | Tuesday ... | 4th Jan.

ON TUESDAY, the 25th day of May, 1897, at 5 A.M., the Company's Steamship "PRINZ HEINRICH," Captain O. Capper, will sail with PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.